

EXCERPTS FROM THE RECORD OF COMMENTS
MADE AT THE NCRC MEETING
5 DECEMBER 1955 BY
PERSONS VOTING IN
FAVOR OF LANGLEY

a. Mr. Graham stated in part

" it is only right and fair that the Federal Government supply financial assistance, if needed, for the construction of adequate access roads and bridges."

b. Col. Hunter stated in part

"The Federal Government must be prepared to supply all necessary future requirements which are not in fact supplied by the several local jurisdictions as promised here."

"We in the District of Columbia do not feel that the setup of the District of Columbia should be required to supply these other requirements which may be later found to be necessary."

c. Mr. Cox stated in part

"I do feel that access as provided by present planning is not adequate."

"I think they should recognize, too, they have got to add substantially to the means of access that the Federal Government has so far accepted a responsibility for."

d. Mr. Gingery stated in part

"I, like some of the other Commissioners, believe that this site is inadequate from the transportation standpoint."

"It will probably accelerate the inclusion of Federal funds for the building of the Cabin John Bridge."

"I think it will facilitate the building of the western leg of Route 240."

"It will do more than any other one thing to get the Virginia folks to lay out and adopt a right-of-way plan for the inter-county belt"

e. Mr. Brookfield of Fairfax County did not make any qualifying remarks, but did vote in favor of the resolution requesting CIA to ask for funds to provide the improvements specified

EXCERPTS FROM COMMENTS MADE BY MEMBERS OF THE NCPC
WHO VOTED IN FAVOR OF LANGLEY AT THE
16 DECEMBER 1955 MEETING

a. Mr. Remon stated in part:

"I agree thoroughly that the cost of these facilities which ultimately have got to be provided should not fall on the taxpayers in the District, Virginia, or in Maryland. I think it is a perfectly practical thing to assume that the Federal Government would carry these expenses the same way as they did when the Pentagon building was built.

"I see an opportunity here of getting some of these facilities completed earlier than what they would otherwise be, such as the George Washington Memorial Parkway, Route 123, Cabin John Bridge, connection with the outer loop, and the improvement of Chain Bridge and its approaches."

b. Mr. Spelman stated in part:

"I cannot personally believe that the location of the CIA at Langley will make it necessary of itself to do the construction on the outer belt that the report recommends. I feel sure that if they go there it will be necessary to have the George Washington Parkway built as they propose. I think, too, that it will be necessary to make the improvements to Chain Bridge and to a portion of Canal Road and Weaver Place. I don't see the necessity to construct the Cabin John Bridge because of their presence at Langley."

c. Mr. Kelly stated in part:

"I would like to say that I think all of the roads, highway and bridge improvements have been stated will be necessary, if the Langley site is selected are essential improvements. It would make possible the almost immediate extension of the George Washington Memorial Parkway and hasten the achievement and accomplishment of plans that have been on the approved (list) by this Commission for many years."

d. General Lane's favorable vote presumably was cast with the same reservations expressed by his representative at the National Regional Planning Council meeting on 5 December 1955.

e. Congressman Broyhill voted on a purely jurisdictional basis, presumably in accordance with the outcome of the public opinion poll he conducted in his district.